

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

1. (Currently Amended) A tire for a heavy vehicle, comprising a radial carcass reinforcement radially surmounted by a working crown reinforcement, composed of at least two continuous working crown plies formed by metal reinforcing elements which cross from one ply to the next, forming angles  $\alpha$ ,  $\alpha'$  of between  $10^\circ$  and  $35^\circ$  with the circumferential direction, wherein the working crown reinforcement is completed on each side of the circumferential center plane by at least two half-pplies whereof the metal reinforcing elements form angles  $\beta$ ,  $\beta'$  greater than the smallest of the angles  $\alpha$ ,  $\alpha'$  with the circumferential direction, wherein ~~that half-ply extending axially furthest outwards is~~ axially outer ends of the half-pplies are not radially aligned, and the half-ply extending farthest radially outwardly is in contact with the axially widest continuous working crown ply, and wherein the two half-pplies radially cover the axially outer end of the said axially widest working ply.

2. (Original) A tire according to Claim 1, wherein the continuous plies and the working half-pplies are composed of non-extensible metal reinforcing elements.

3. (Original) A tire according to Claim 1, wherein at least one of the half-pplies has a zone covering the end of the narrowest crown ply.

4. (Original) A tire according to Claim 1, wherein the reinforcing elements of one of the half-ply are at an angle at least  $10^{\circ}$  greater than the smallest of the angles  $\alpha$ ,  $\alpha'$ .

5. (Original) A tire according to Claim 1, wherein the reinforcing elements of the half-ply cross one another.

6. (Original) A tire according to Claim 1, wherein the working crown reinforcement is completed by a protective reinforcement composed of at least two plies of resilient metal reinforcing elements.

7. (Original) A tire according to Claim 6, wherein a protective ply has an axial width greater than the width of the axially widest working ply.

8. (Original) A tire according to Claim 6, wherein the radially outer protective ply has an axially outer end between the axially outer end of the half-ply extending axially least far outwards and the axially outer end of the widest continuous working ply.